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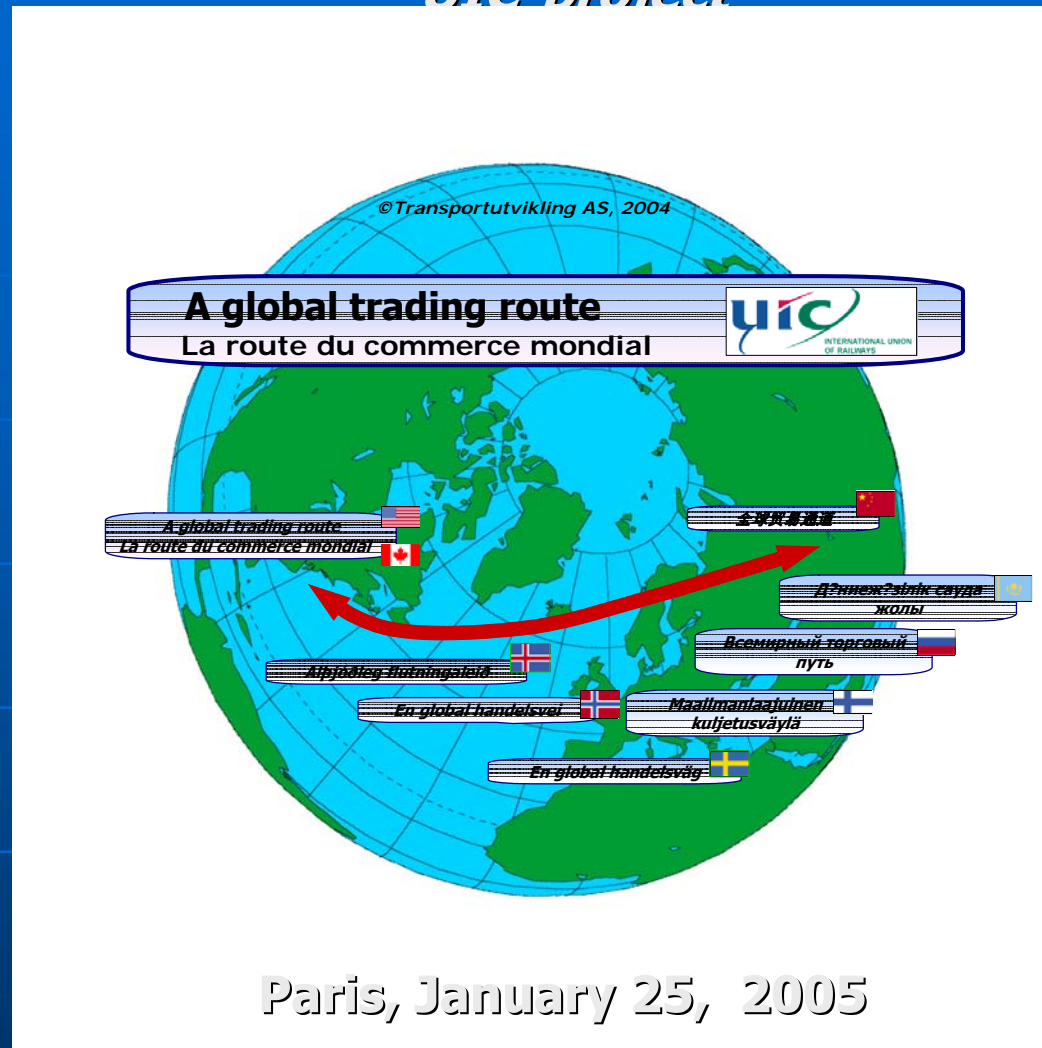
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Agenda
Meeting N.E.W.-project
Time: January 25, 2005 (09:30-)
Venue: UIC Main Office, Rue Jean Rey, Paris France

- 1. Opening and general information (Sharma)**
- 2. The role of UIC and project goal (Sharma)**
- 3. The UIC-N.E.W. Corridor – General overview and concept (Nerdal)**
- 4. The role of US – support (Krohn)**
- 5. N.E.W. – status and next steps (Nerdal)**
- 6. US Industry perspective (Gernon)**
- 7. Introduction CRCTC (Guo)**
- 8. Discussions (all)**

Wal Mart, Sears, GE etc might be connected through phone.

UITC-project



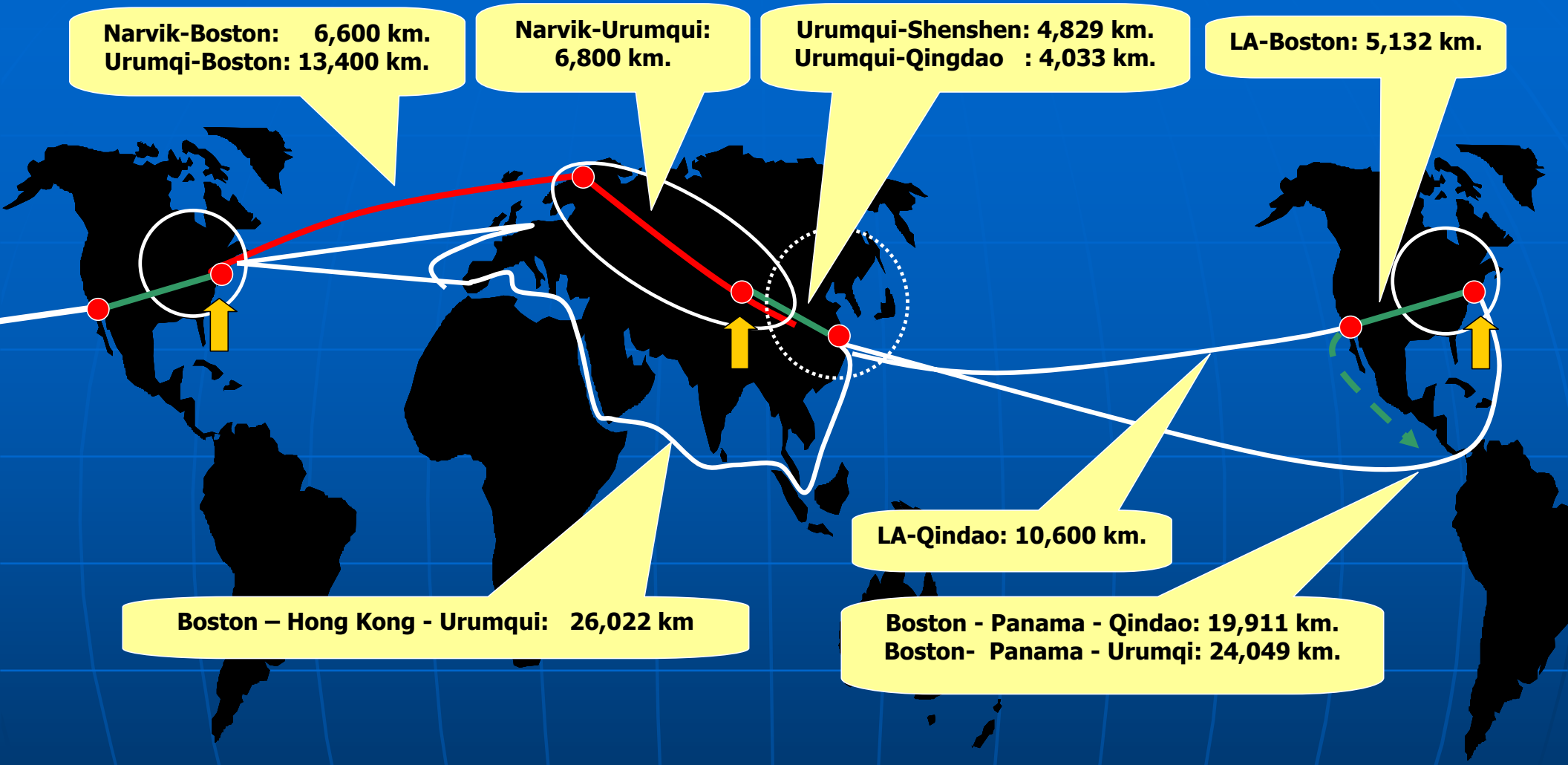
www.uic.asso.fr



www.transportutvikling.no

N.E.W.

***Overview of a
transportation concept***



Narvik-Boston: 6,600 km.
Urumqi-Boston: 13,400 km.

Narvik-Urumqi: 6,800 km.

Urumqi-Shenshen: 4,829 km.
Urumqi-Qingdao : 4,033 km.

LA-Boston: 5,132 km.

Boston – Hong Kong - Urumqi: 26,022 km

LA-Qindao: 10,600 km.

Boston - Panama - Qindao: 19,911 km.
Boston- Panama - Urumqi: 24,049 km.

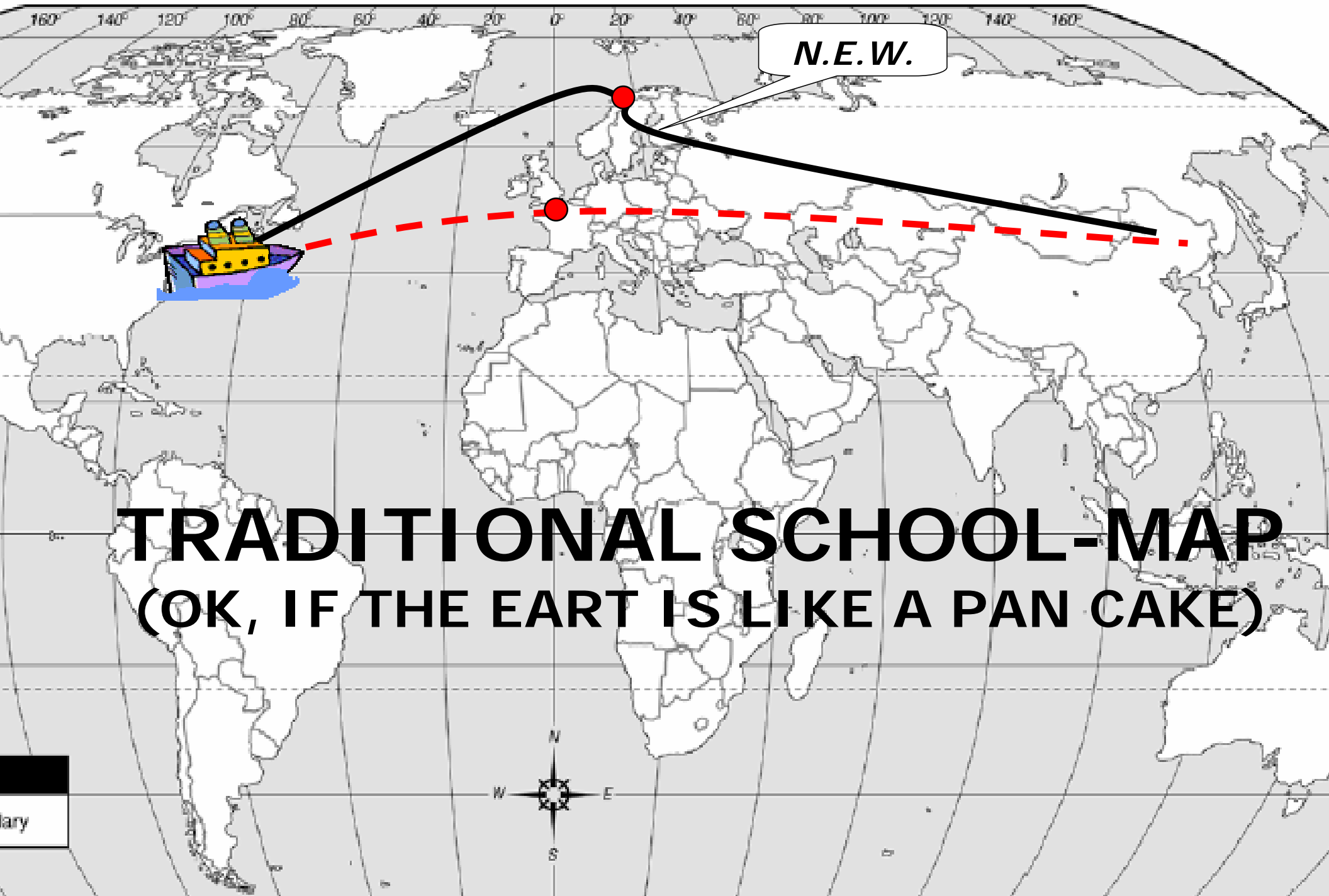
TRANS ATLANTIC

ASIA-EUROPE

TRANS PACIFIC

MAIN WORLD TRADE LANES

World: Countries



N.E.W.

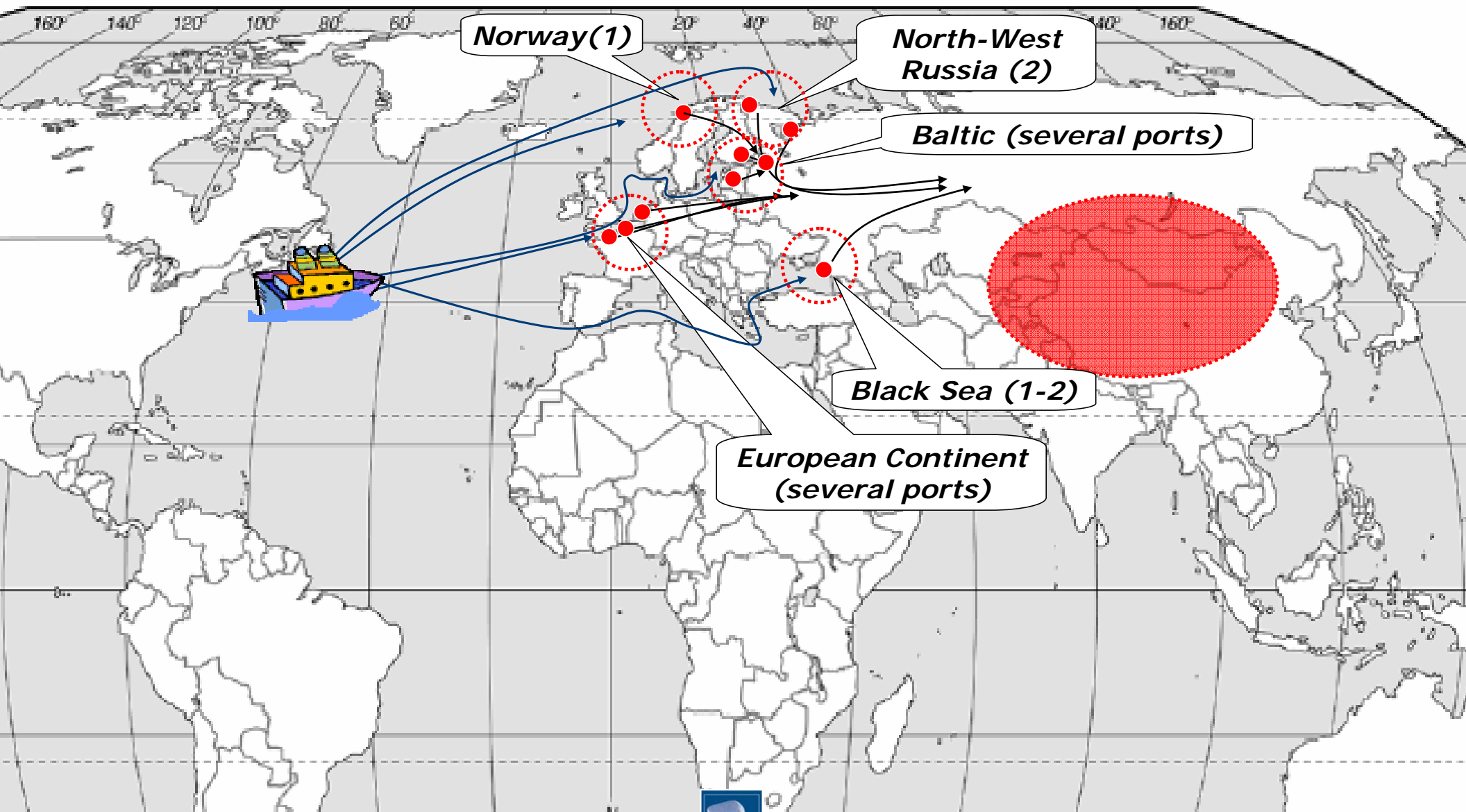
**TRADITIONAL SCHOOL-MAP
(OK, IF THE EARTH IS LIKE A PAN CAKE)**

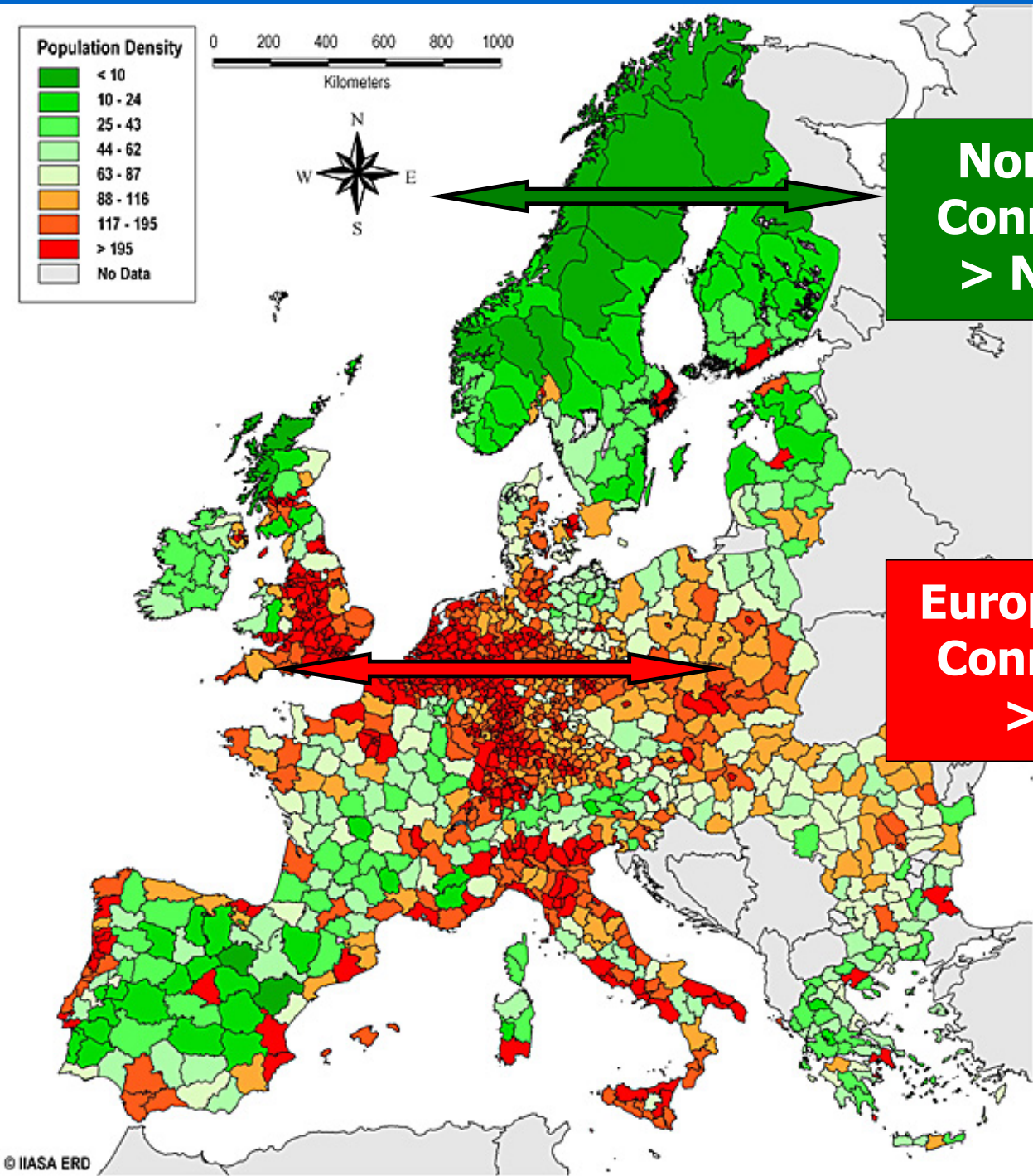
UNTRADITIONAL (LOGISTICAL) MAP (WHEN THE EARTH IS A GLOBE)

A topographic map of Europe showing terrain elevation in shades of yellow, green, and brown. A curved path is drawn across the map, starting from the Atlantic coast of France, curving south and east, then north and east towards the Alps. The path is solid black with red dashed lines on either side. Two red dots mark specific points on the path: one in the Pyrenees region and another in the Alps. A white callout box with a black border points to the dot in the Alps, containing the text 'N.E.W.'.

N.E.W.

EURASIAN LAND BRIDGE ALTERNATIVES (rail)

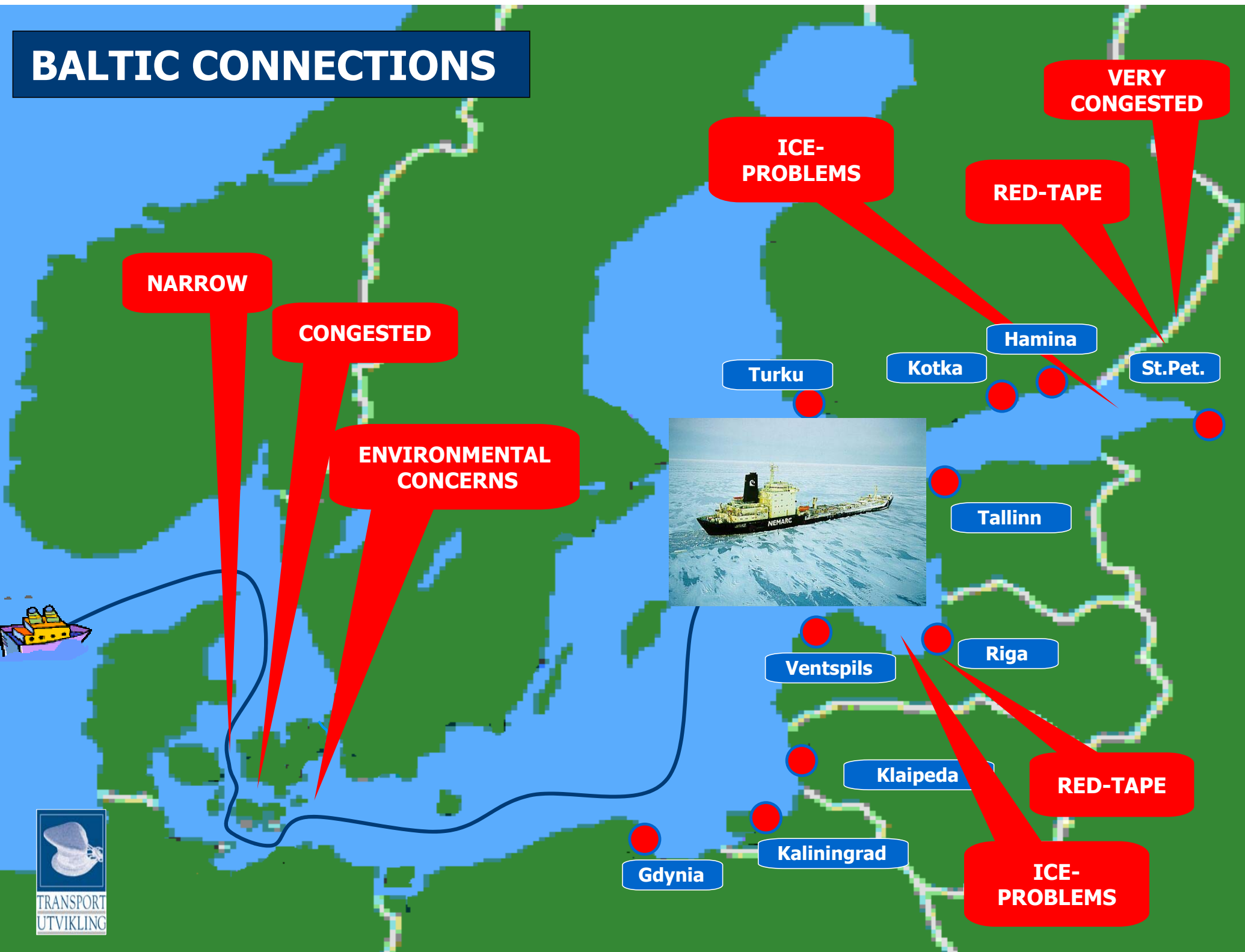




**Northern Europe
Connection to TSR
> Not congested**

**European Continent
Connection to TSR
> Congested**

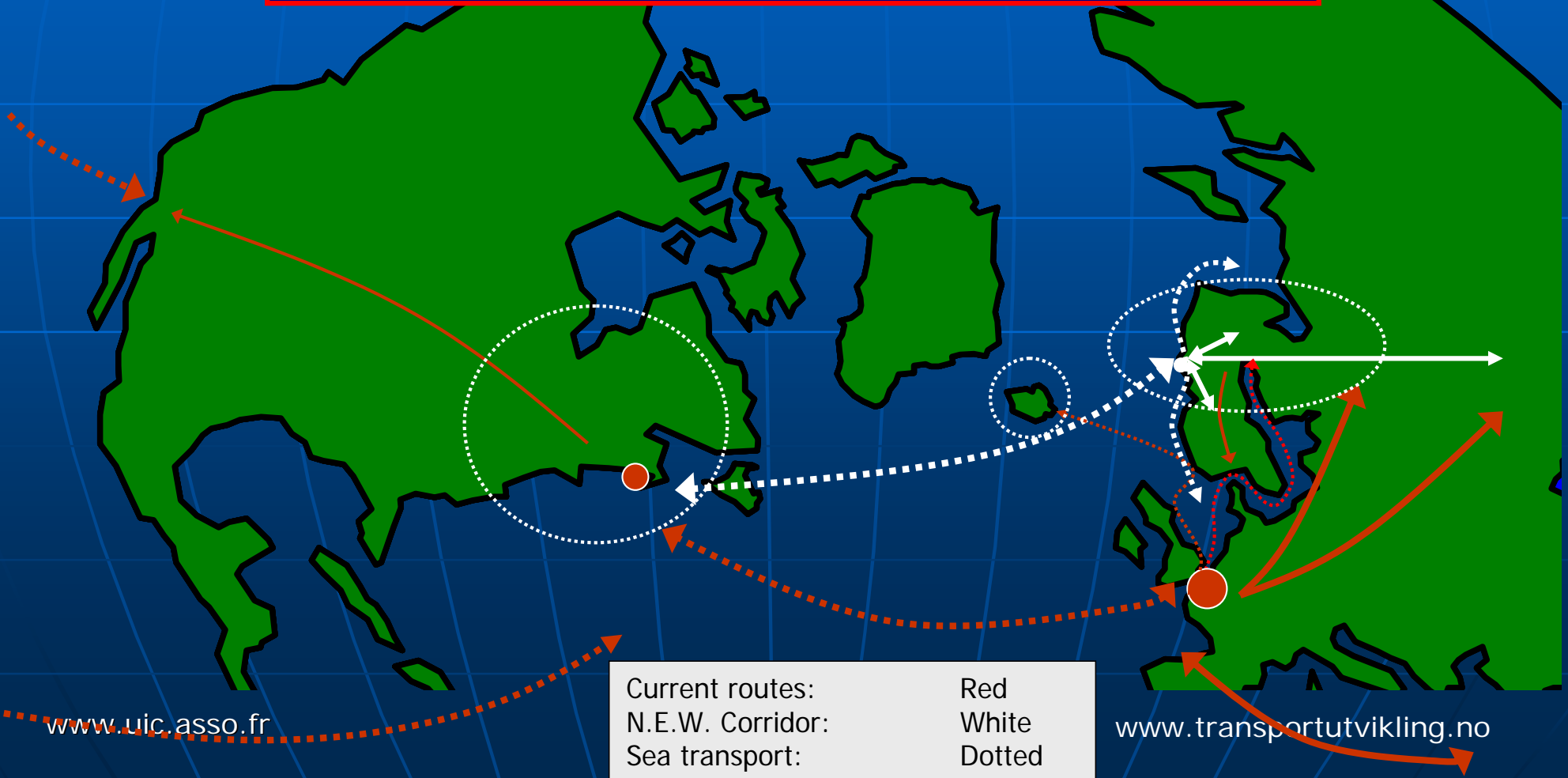
BALTIC CONNECTIONS



N.E.W. Corridor's initial focus and idea (1997):

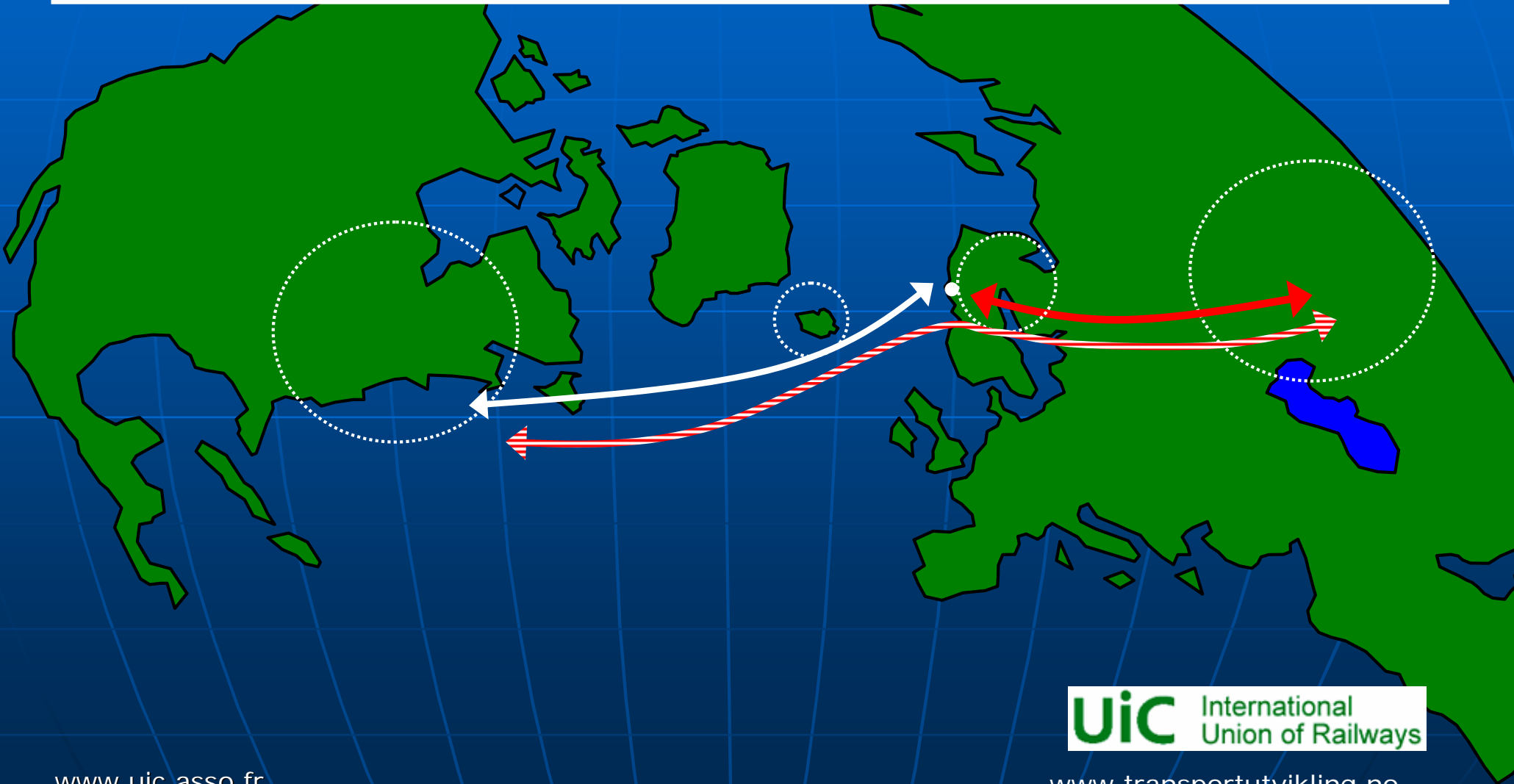
AVOIDING DEVIATION COSTS FOR THE BARENTS REGION AND NORDKALOTTEN

THE CURRENT ROUTING IS NORTH-SOUTH,
-EVEN WHEN THE MARKETS ARE
WEST AND/OR EAST OF THIS REGION



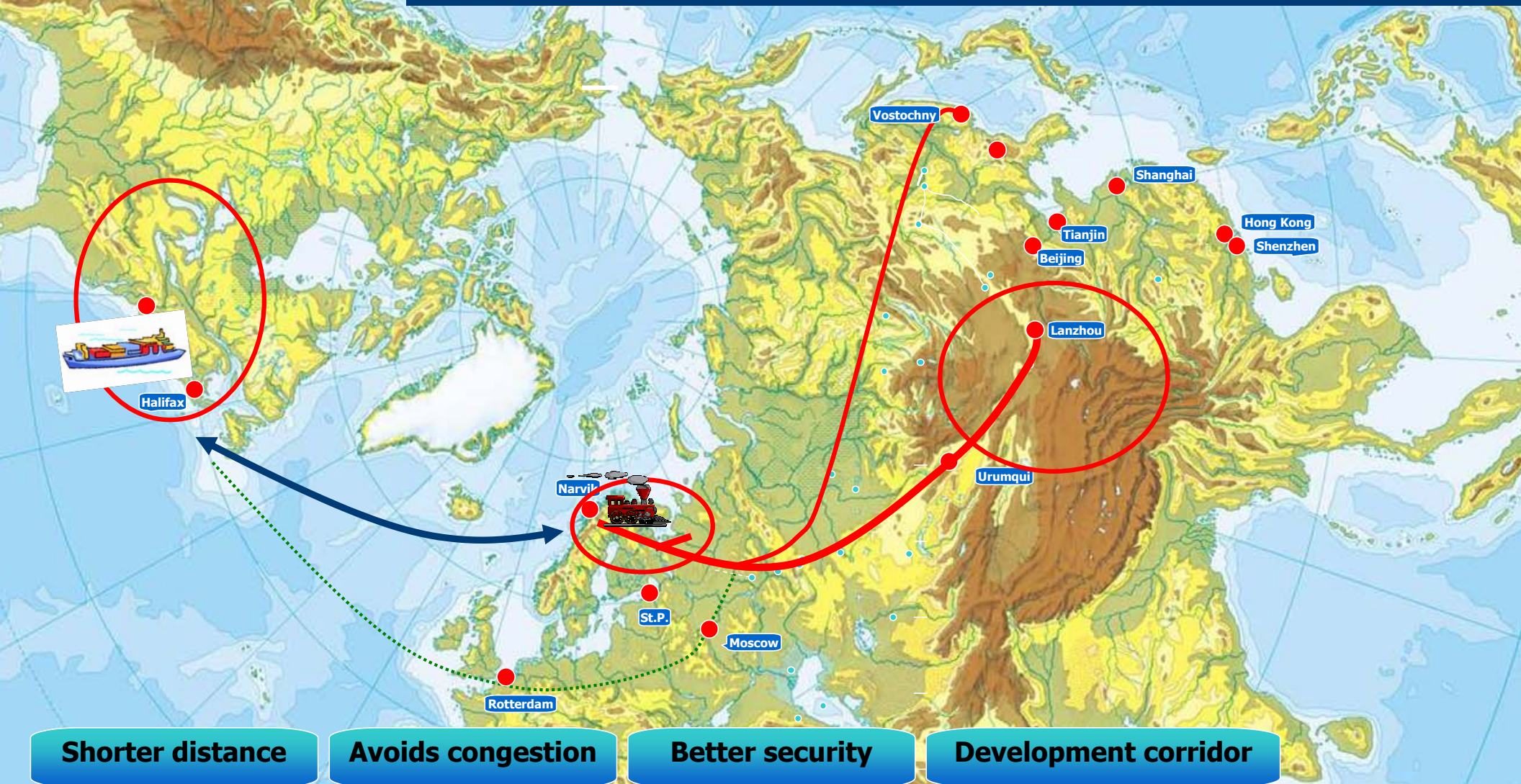
The extended N.E.W. Corridor (2001)

SYNERGY BETWEEN THE TRADE IN THE BARENTS AREA AND THE TRADE ASIA, RUSSIA AND NORTH AMERICAN EAST COAST



The N.E.W. corridor is an intermodal transportation concept

-it is not a single route



Shorter distance

Avoids congestion

Better security

Development corridor

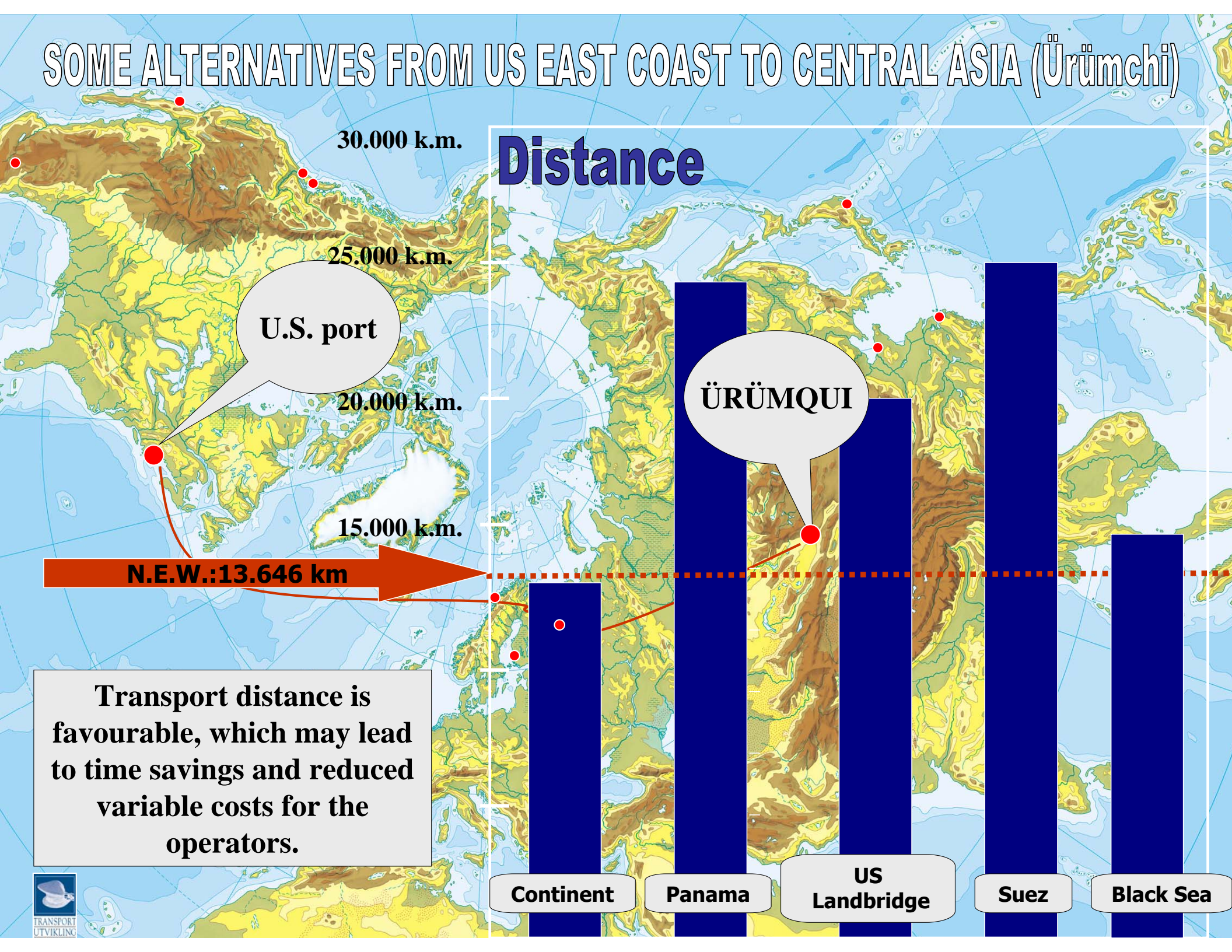
Need alternatives

Environment

Ineffective east-west transports



SOME ALTERNATIVES FROM US EAST COAST TO CENTRAL ASIA (Ürümchi)



©Transportutvikling AS, 2004

A global trading route

La route du commerce mondial



A global trading route
La route du commerce mondial



全球贸易通道



Alþjóðleg flutningaleið



En global handelsvei



Maailmanlaajuinen kuljetusväylä



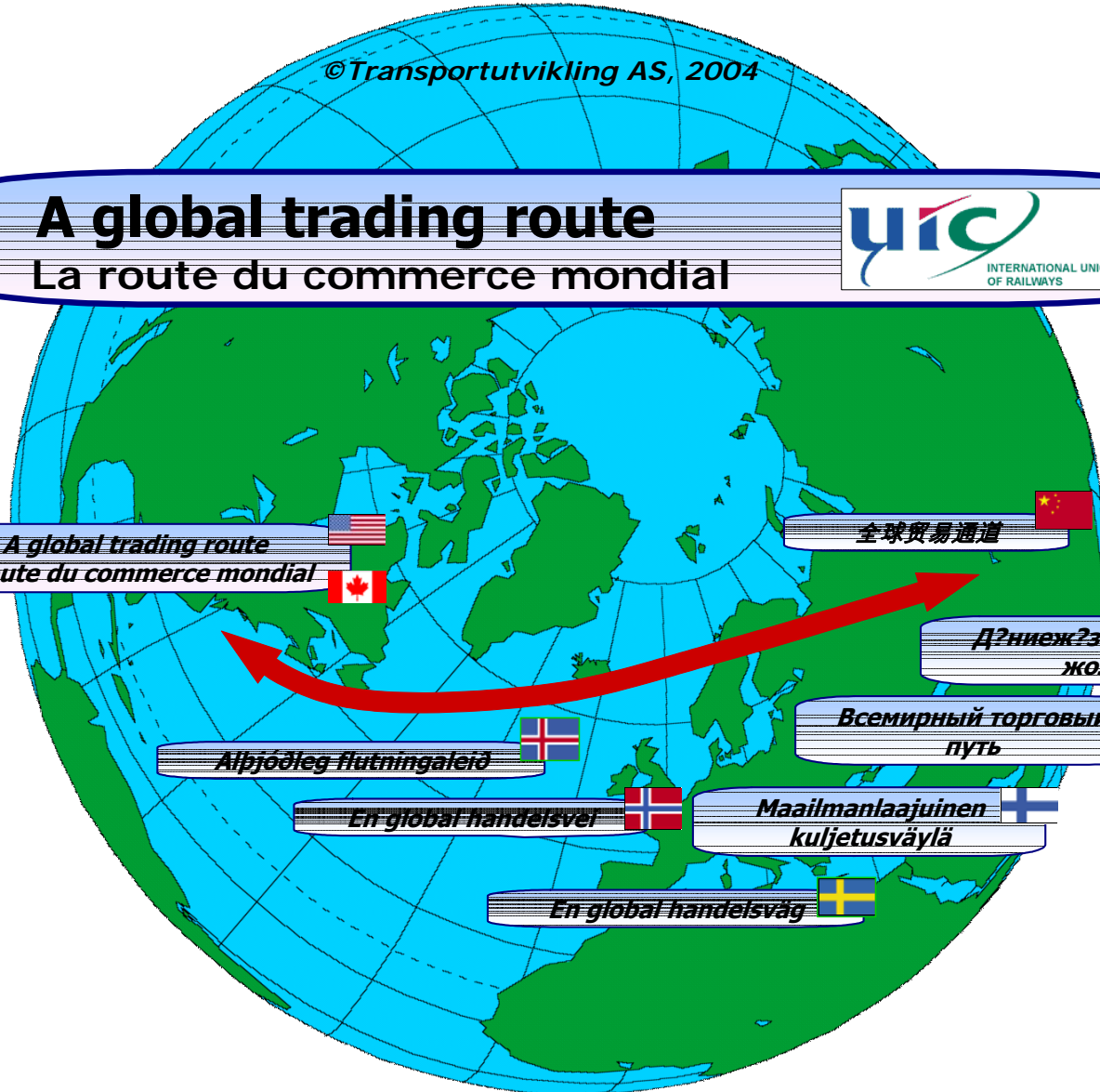
En global handelsväg



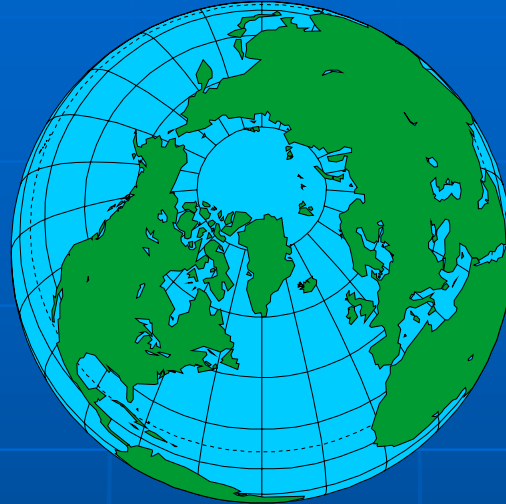
Дніеж-зілік сауда
жолы



Всемирный торговый
путь



THE WORLD IS CHANGING



**TRANSPORT GROWTH AND CONGESTION
LAND BRIDGE AND BORDERCROSSINGS
RISK AND SECURITY
DEVELOPMENT CORRIDORS
ENVIRONMENT**

Congestion

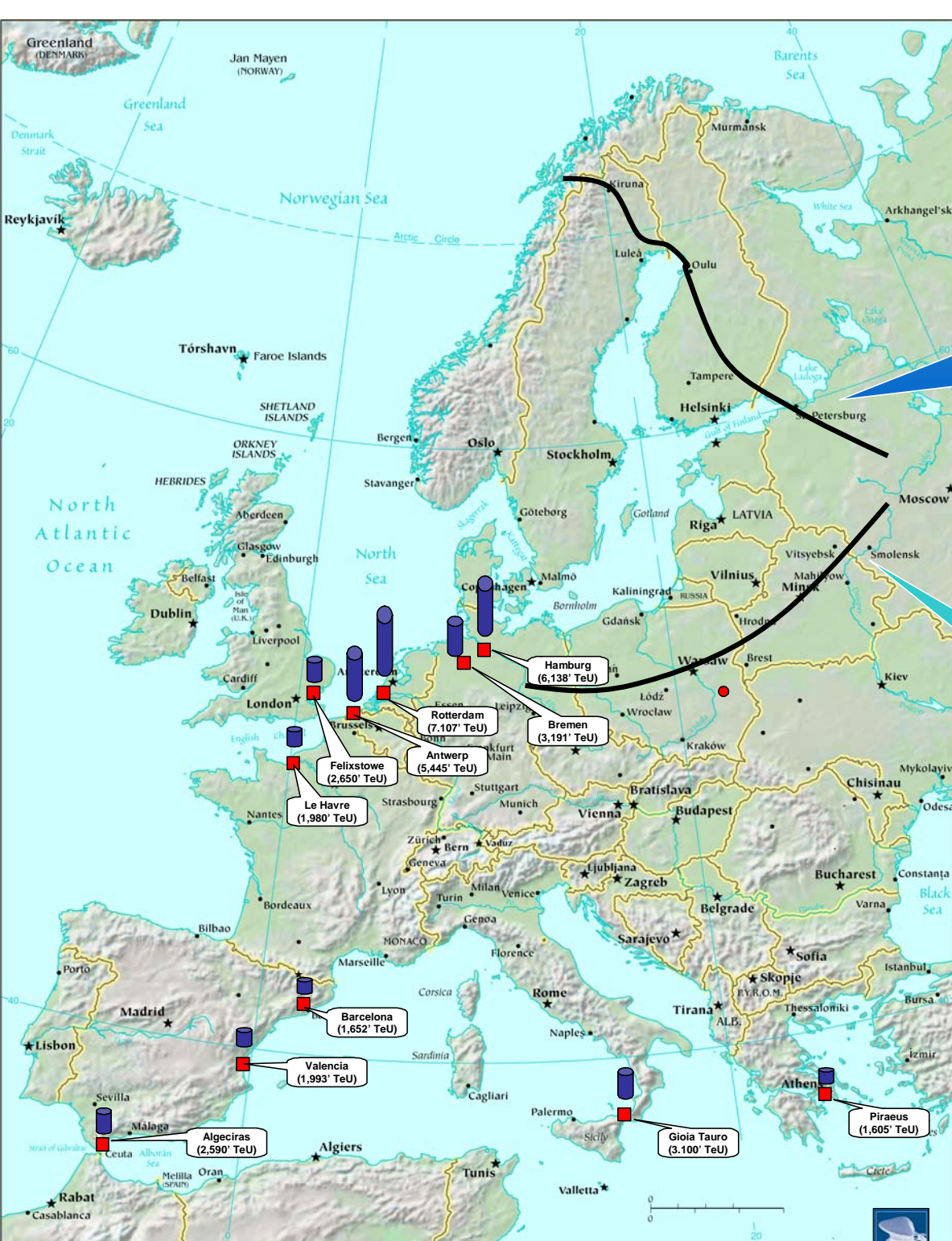
N.E.W. can offer something better:

- Congestion is one of the worlds major challenges
- N.E.W. operates in the less congested areas of Europe
- We have to enhance capacity.
- It is cheaper to do it in a region where we do not need to move people and infrastructure

Border crossings

N.E.W. can offer something better:

- A border crossing (by rail) between some of the European countries may take days
- The European section of the N.E.W. corridor:
 - Norway-Sweden: 0 hours
 - Sweden-Finland: 1.0-3.0 hours
 - Finland-Russia: 0 hours (if well organized)



2-3 day's ?

?-21 dager
(or 20 hour's)



Security

N.E.W. can offer something better:

- *The world changes after Sept. 11.2001*
- *There is a stronger demand for global security*
- *The market need back-up corridors when major corridors fails.*



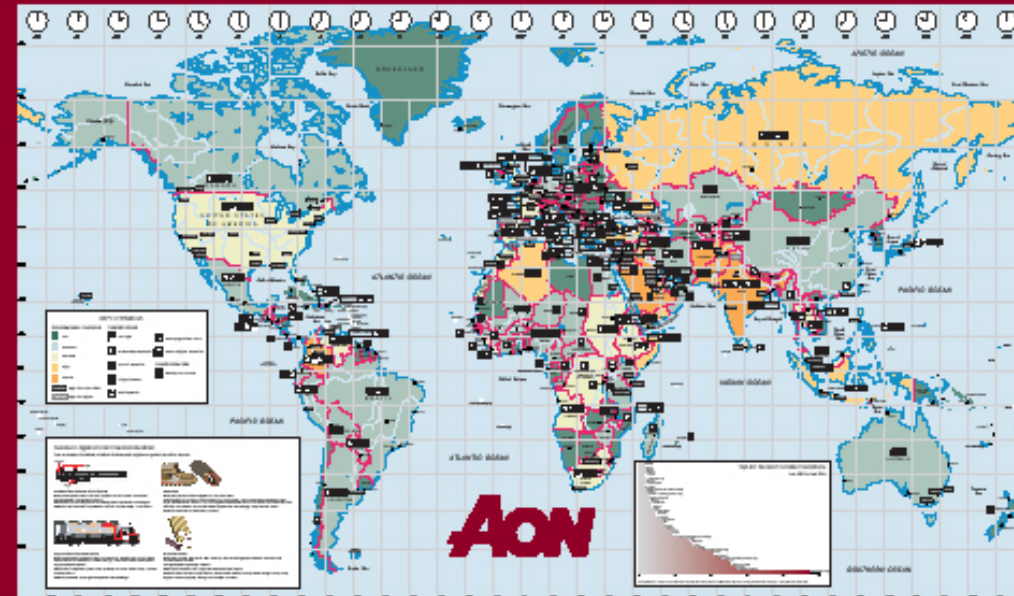


Political, economical and terrorism risk

POLITICAL AND ECONOMIC RISK

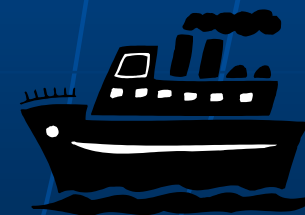


TERRORISM RISK 2004

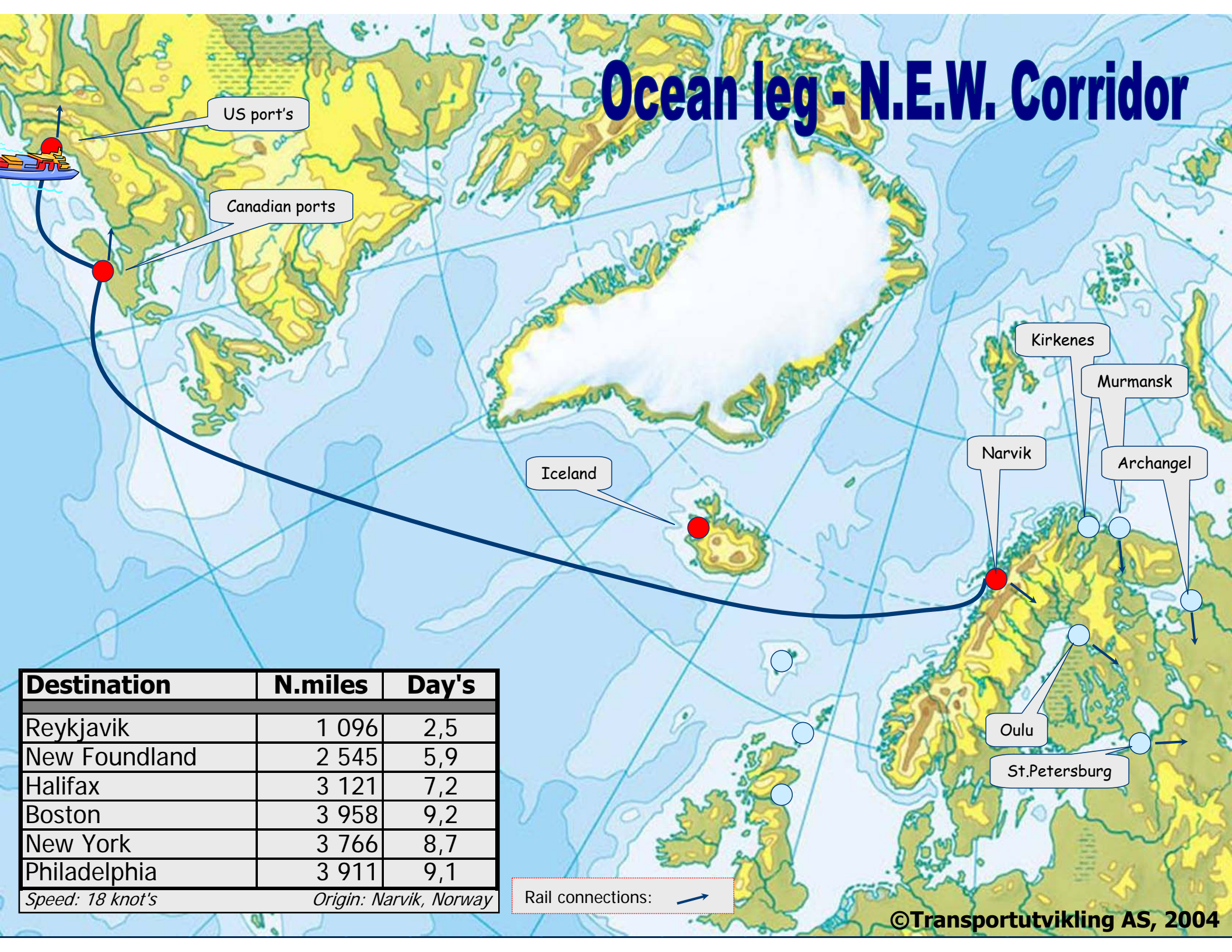


N.E.W.

- An intermodal transportation concept
- More than the Eurasian Land Bridge
- Includes the sea leg between Northern Europe and North America




Ocean leg - N.E.W. Corridor

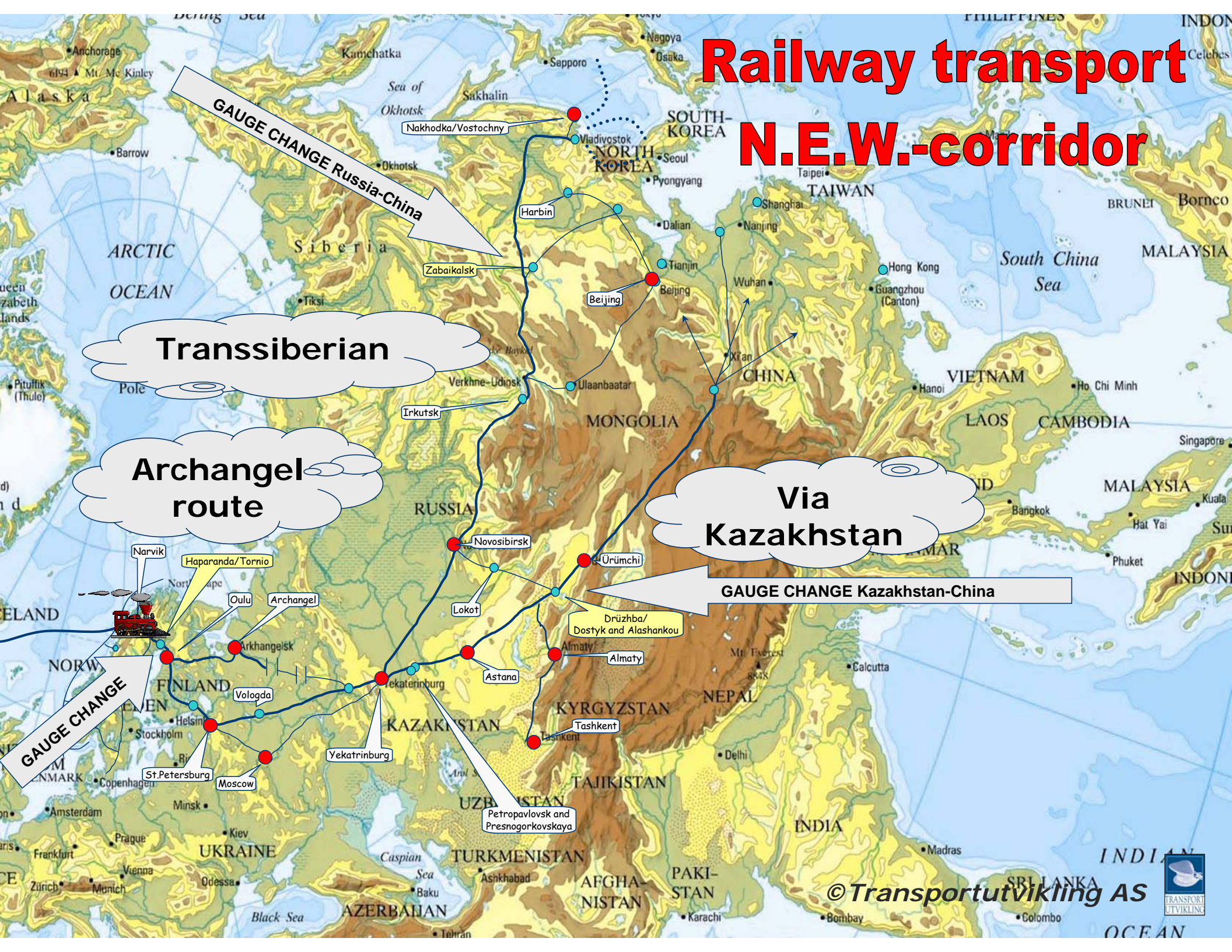


Destination	N.miles	Day's
Reykjavik	1 096	2,5
New Foundland	2 545	5,9
Halifax	3 121	7,2
Boston	3 958	9,2
New York	3 766	8,7
Philadelphia	3 911	9,1

Speed: 18 knot's Origin: Narvik, Norway

Rail connections: 

Railway transport N.E.W.-corridor









...and poverty



Railway transport N.E.W.:

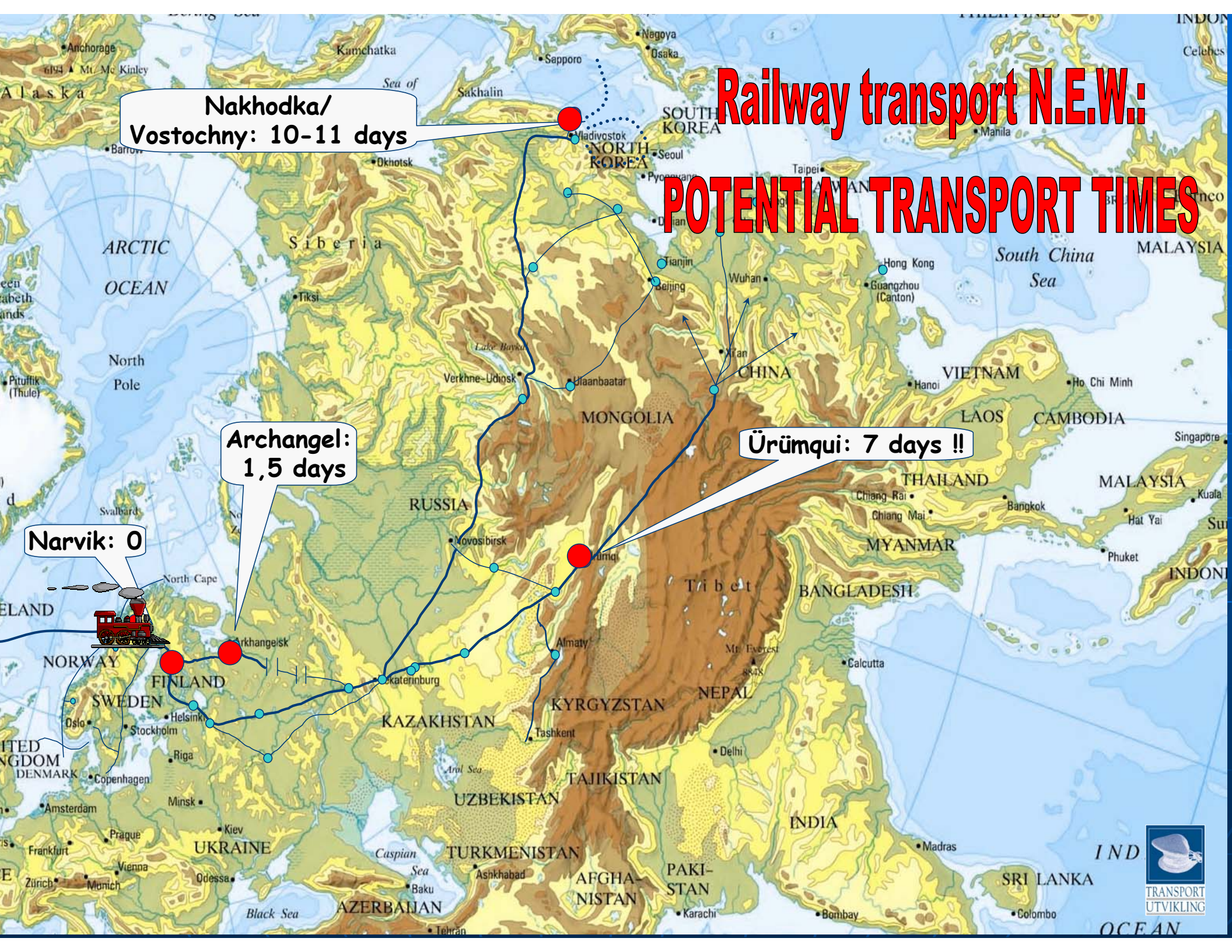
POTENTIAL TRANSPORT TIMES

**Nakhodka/
Vostochny: 10-11 days**

**Archangel:
1,5 days**

Narvik: 0

Ürümqi: 7 days !!



N.E.W.

**Status, challenges
and progress**

Status N.E.W.

- During a few years of project work we have:
 - Developed a business model
 - Solved many of the main challenges
 - Promoted the conceptual idea on a global basis
 - Build a commercial network

- The work will continue

- The objective is a demonstration run in 2005
 - Prove viability

- An objective is to organize a single entity for the N.E.W. corridor
 - The work has commenced
 - This “company” intends to organize the demonstration run

Short term challenges N.E.W.

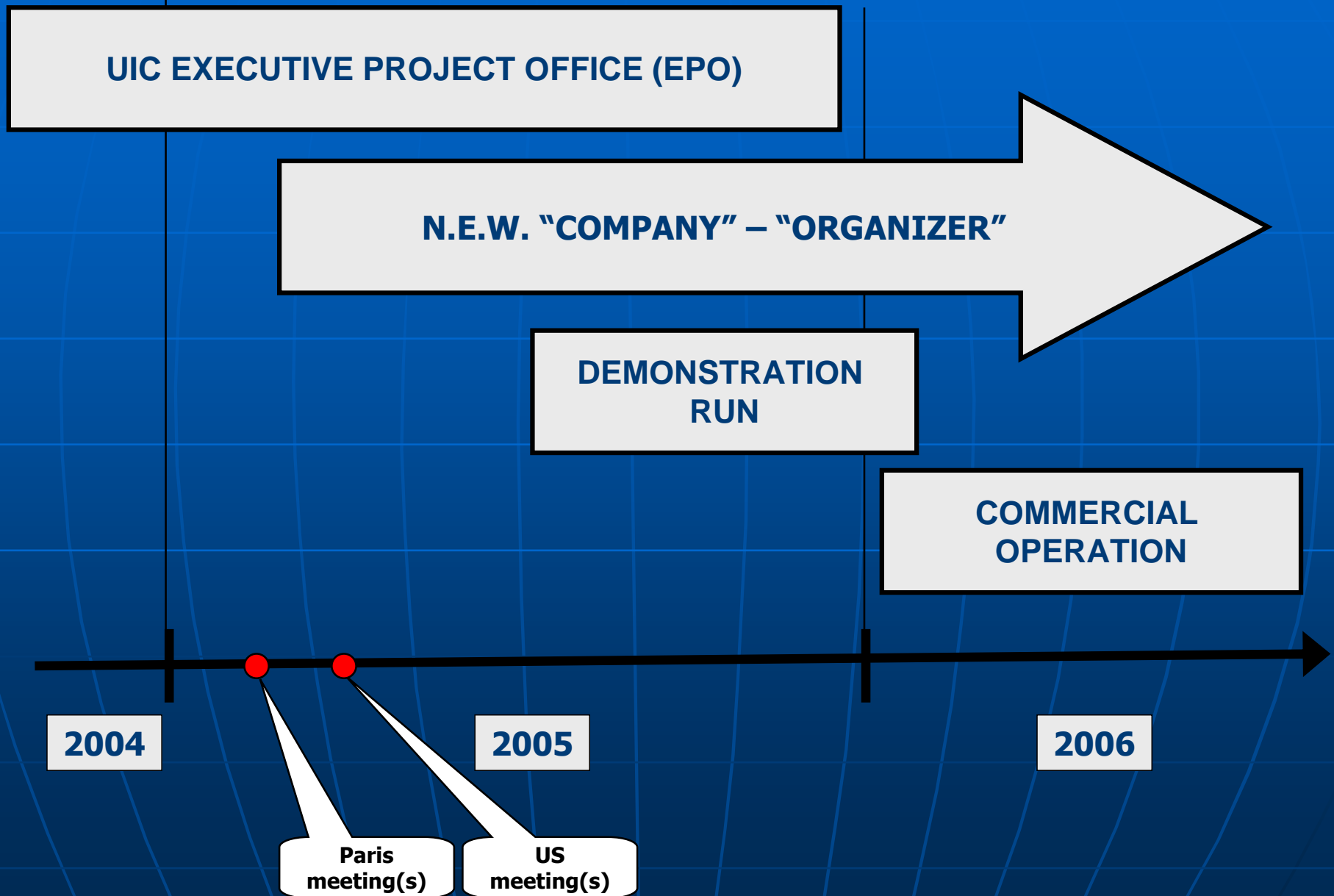
- Land section – product specification
 - Border crossing China-Kazakhstan
 - Price level – balanced flow
 - Capacity at the Narvik terminal

- Sea section
 - Identify a willing ocean carrier

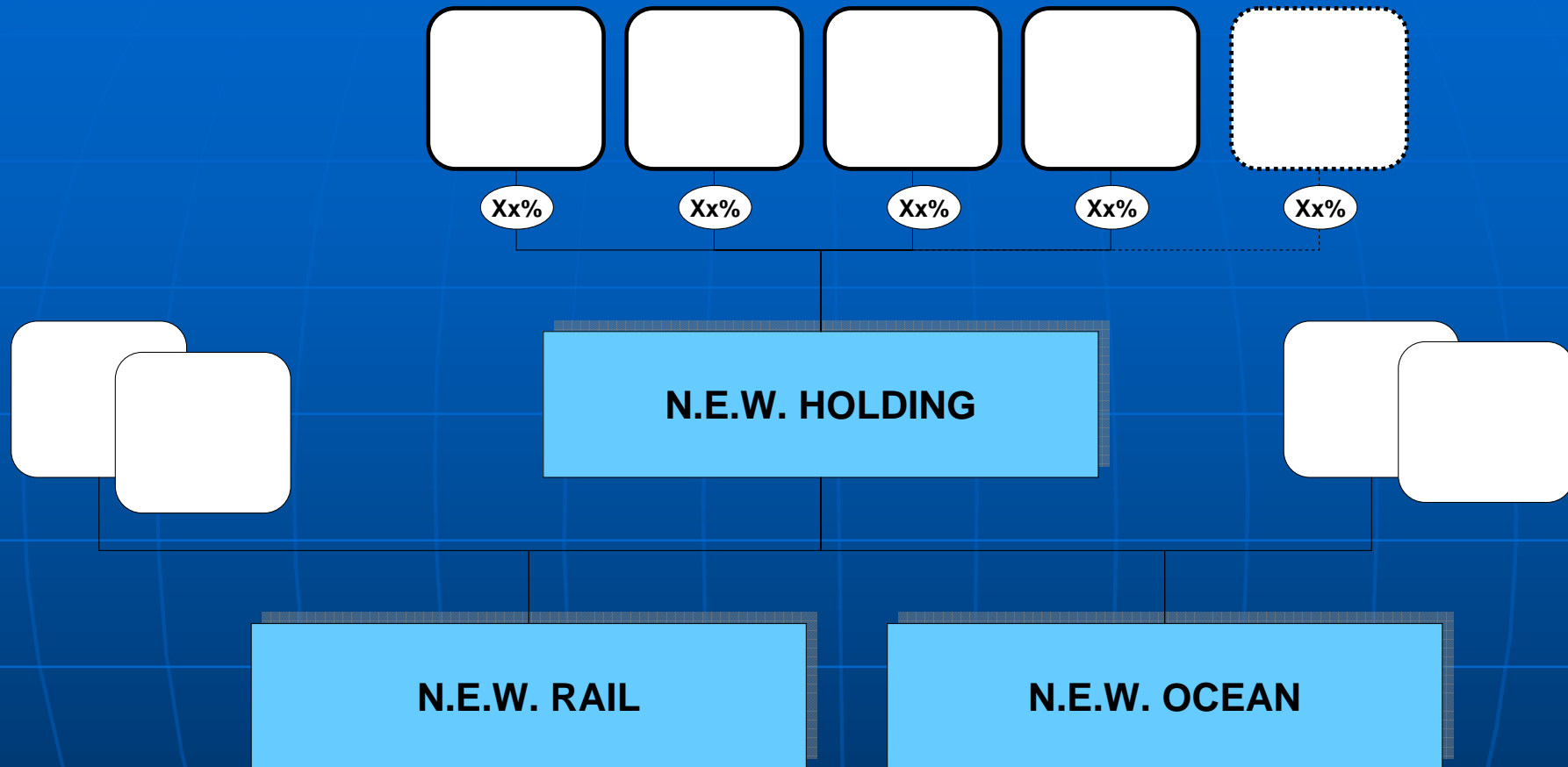
- Organizing
 - Give the customer a face

- Cargo commitment – base freight

Progress N.E.W.



N.E.W. Company structure



Share
holders

Demonstration run

- Prove viability (2005)
- Intermodal (sea transport + rail transport)
- Duration 3-6 months (depending on market)
- Organized by the N.E.W. company
- Acceptable product specification
- Acceptable commercial terms
 - Cargo
 - Governmental grants (reduce commercial risk)
 - Non-profit
- We need some cargo commitment

WCO January 25, 05

Sir

I am a Technical Officer at the WCO with responsibilities for transit systems.

I have seen the E mails between you and our organization concerning the above pilot project. I understand that my Deputy Director, Mr. Ray McDonagh has advised you that the WCO would be interested in participating in such a pilot.

I am currently in the process of completing a work planning exercise, and would appreciate being advised me of the status of this project so that it may be included in work plans if necessary.

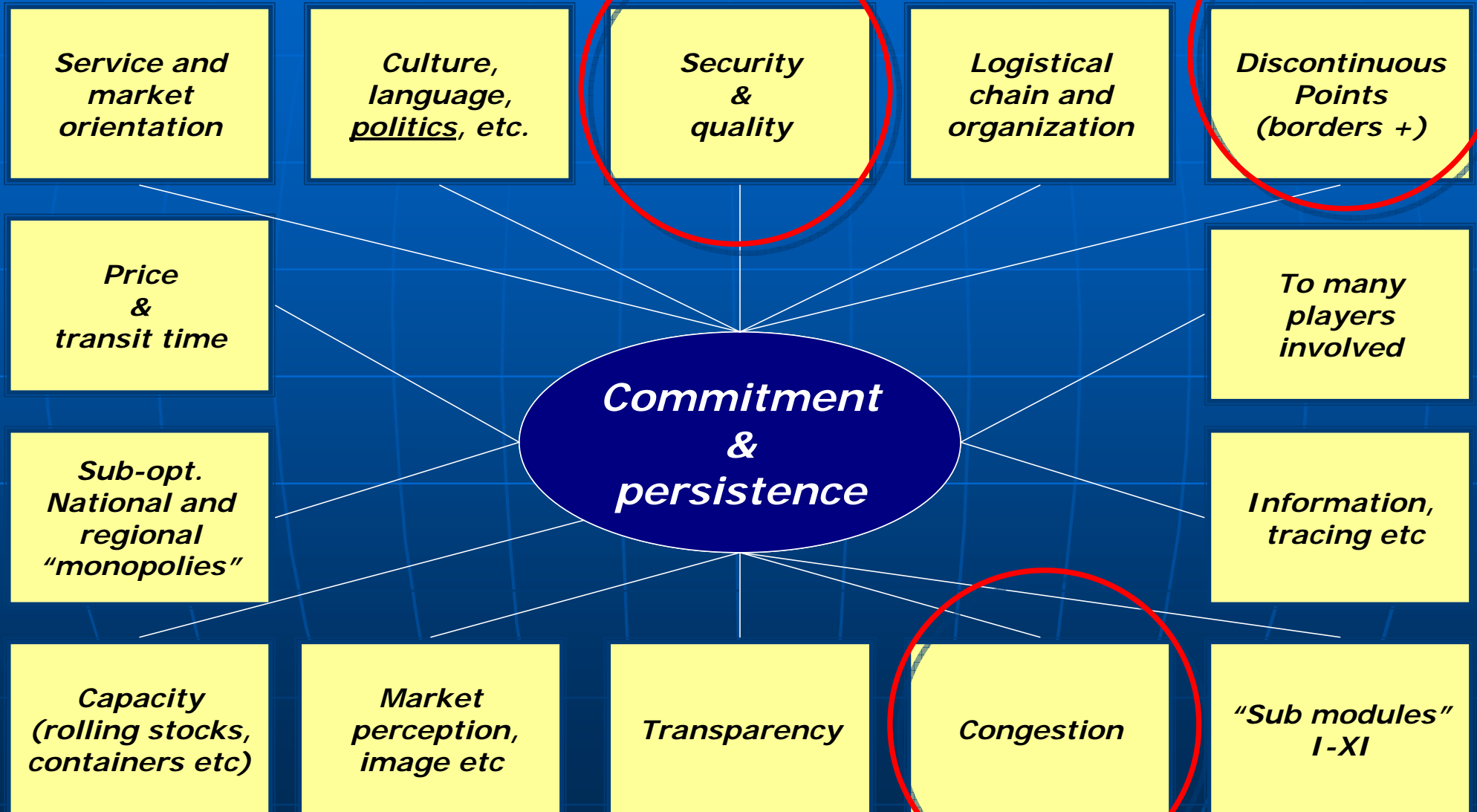
Thank you for your co-operation.

Robert A Struthers
Technical Officer
Procedures and Facilitation Sub-Directorate
World Customs Organization
Rue du Marché 30, 1210 Brussels, Belgium

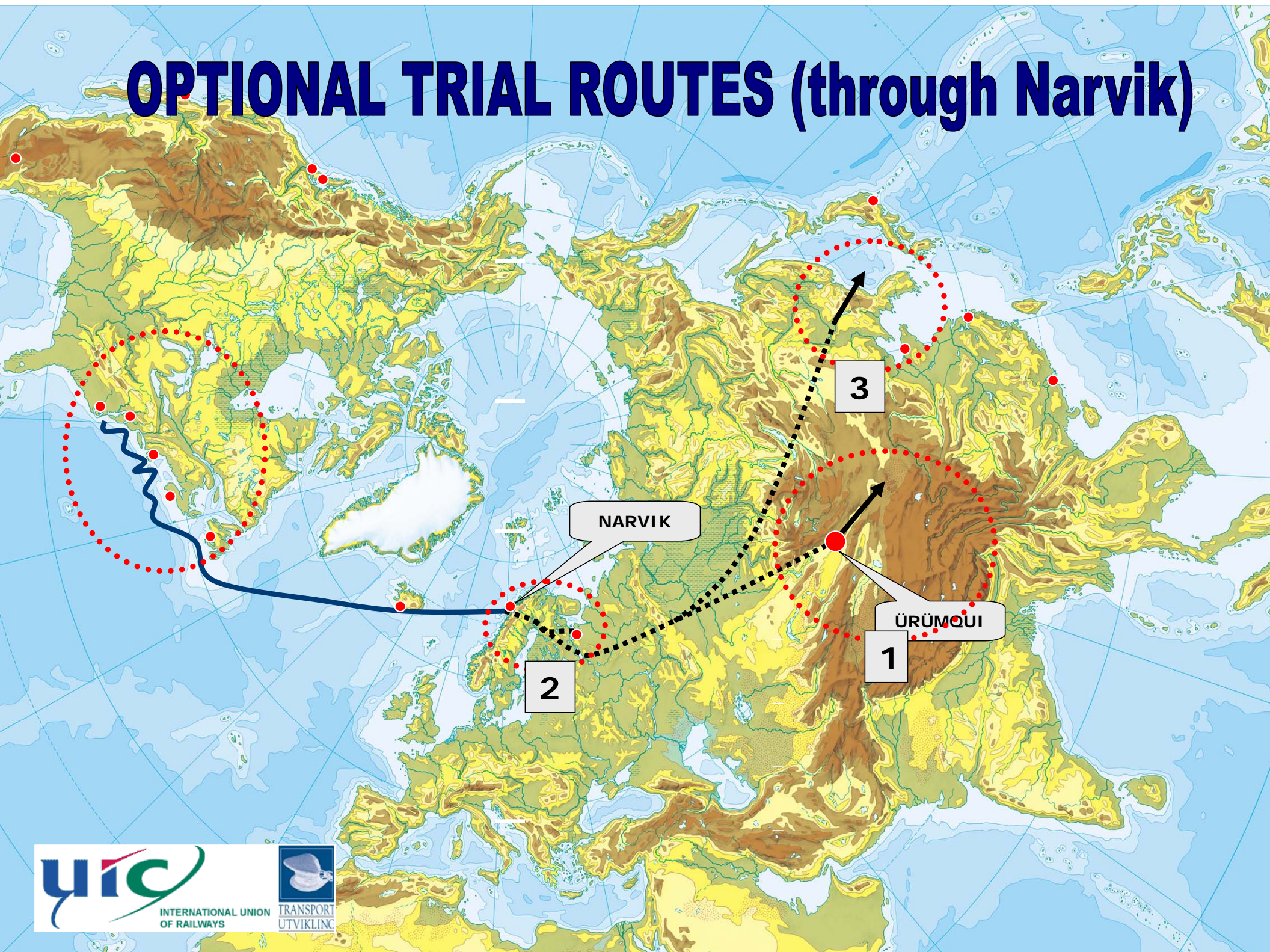
Questions ?

Land Bridge challenges

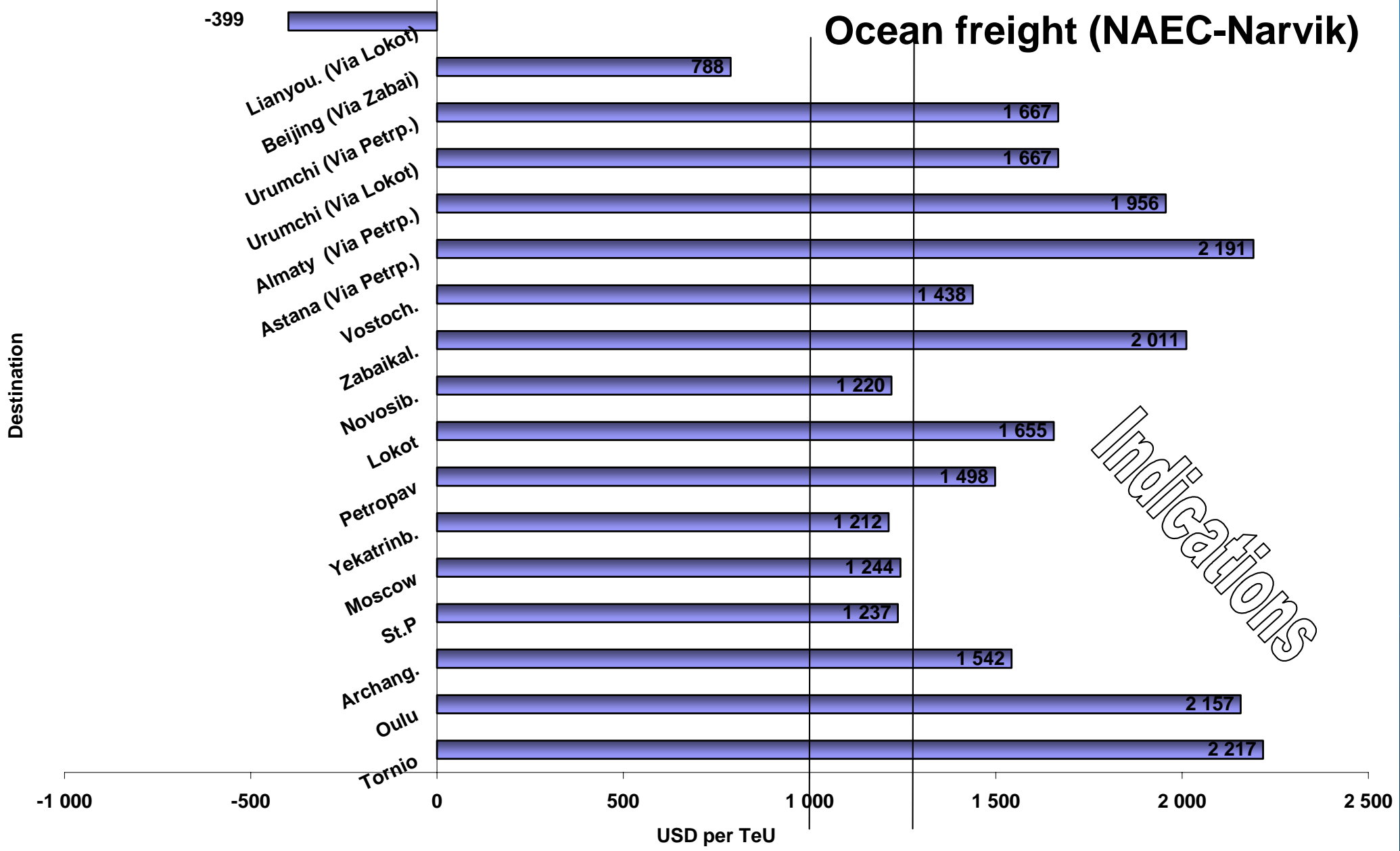
(influences competitive situation (price, time etc))



OPTIONAL TRIAL ROUTES (through Narvik)

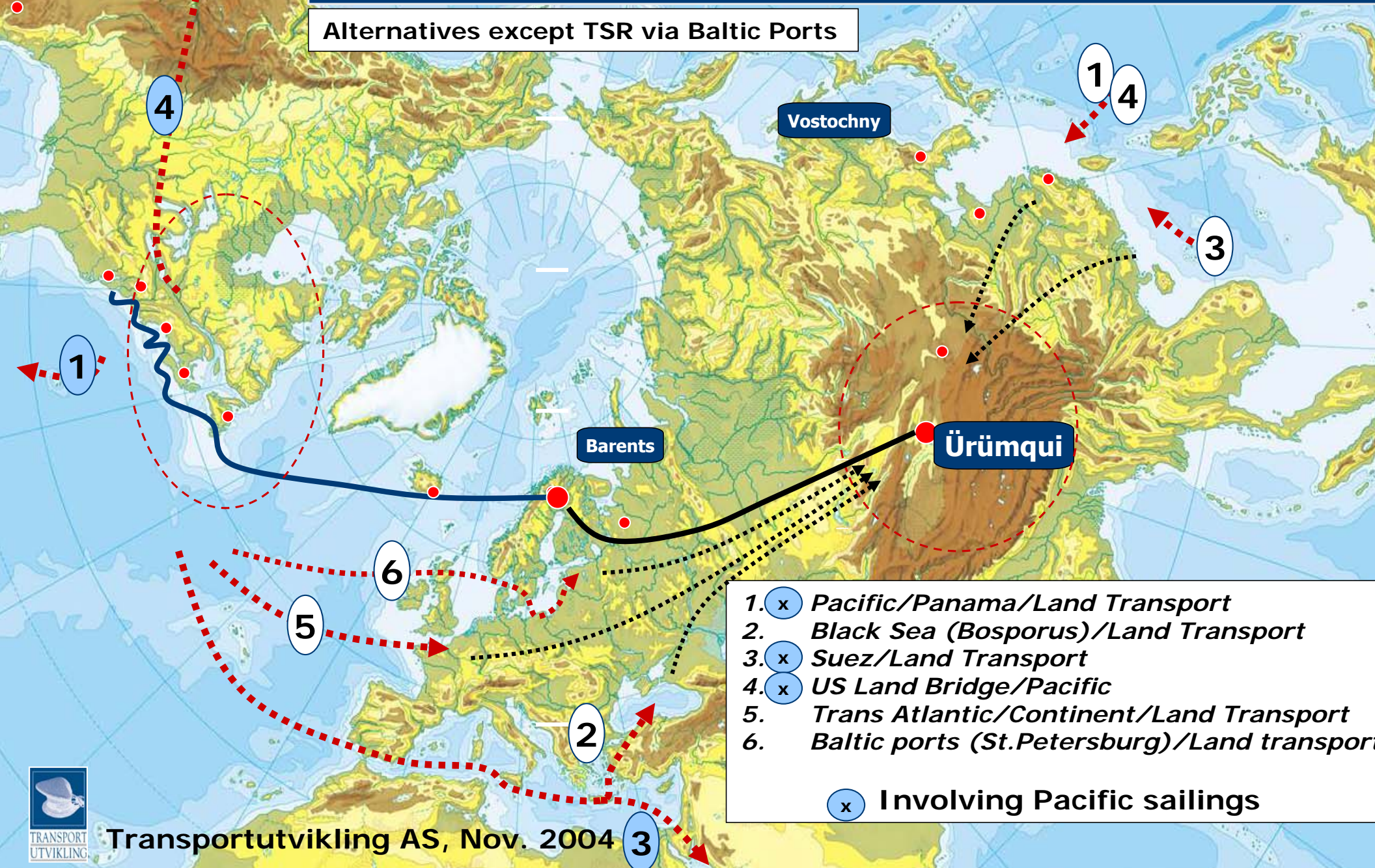


Ocean freight (NAEC-Narvik)



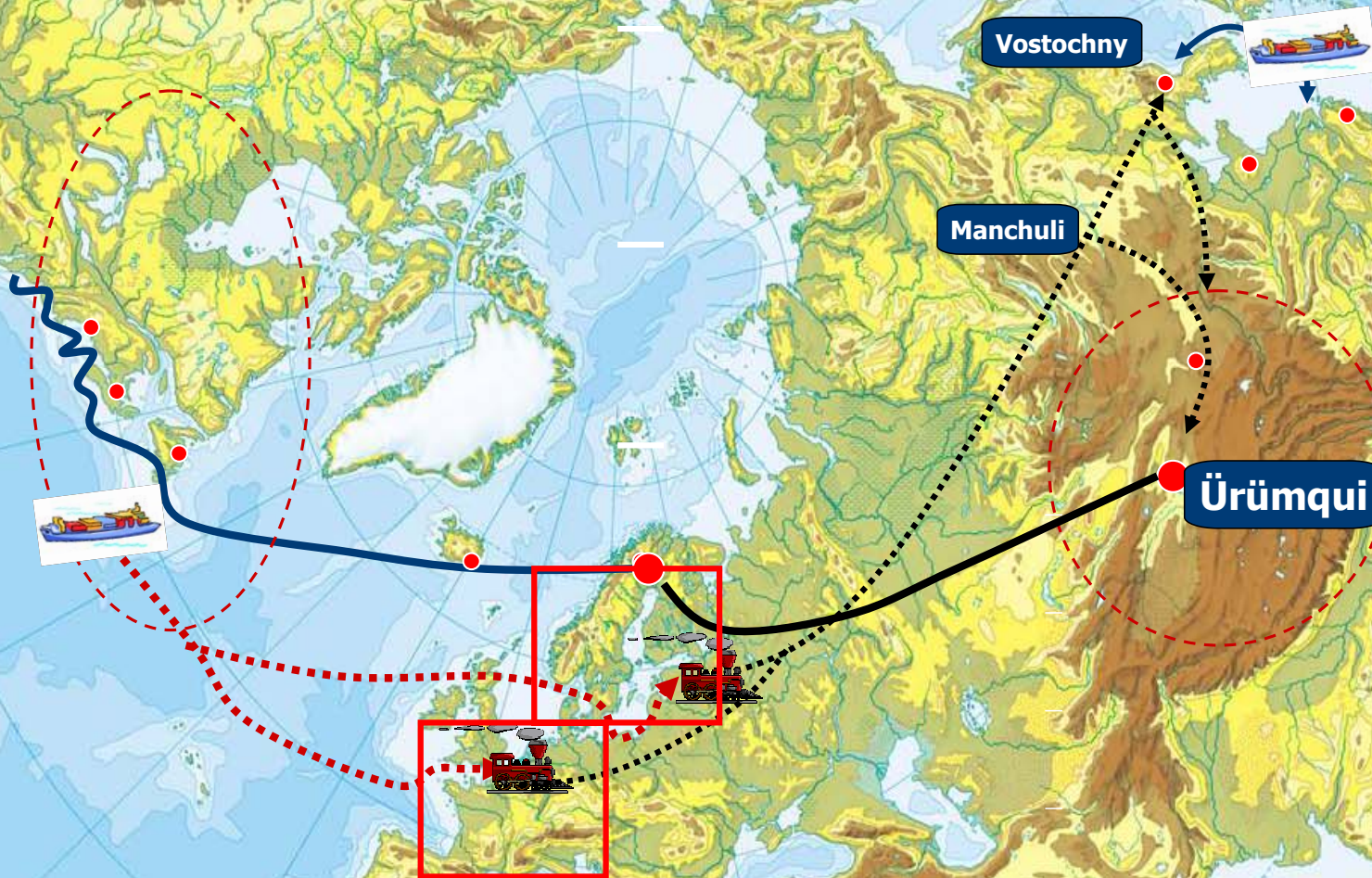
N.E.W. Corridor vs. Alternatives: North American East Coast – Central Asia

Alternatives except TSR via Baltic Ports



N.E.W. Corridor vs. Alternatives: North American East Coast – Central Asia

Alternative via TSR and Baltic Ports/Continental ports



UIC members



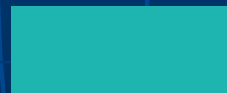
La route du commerce mondial
(N.E.W.)



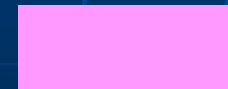
177 Members from all 5 Continents



Active

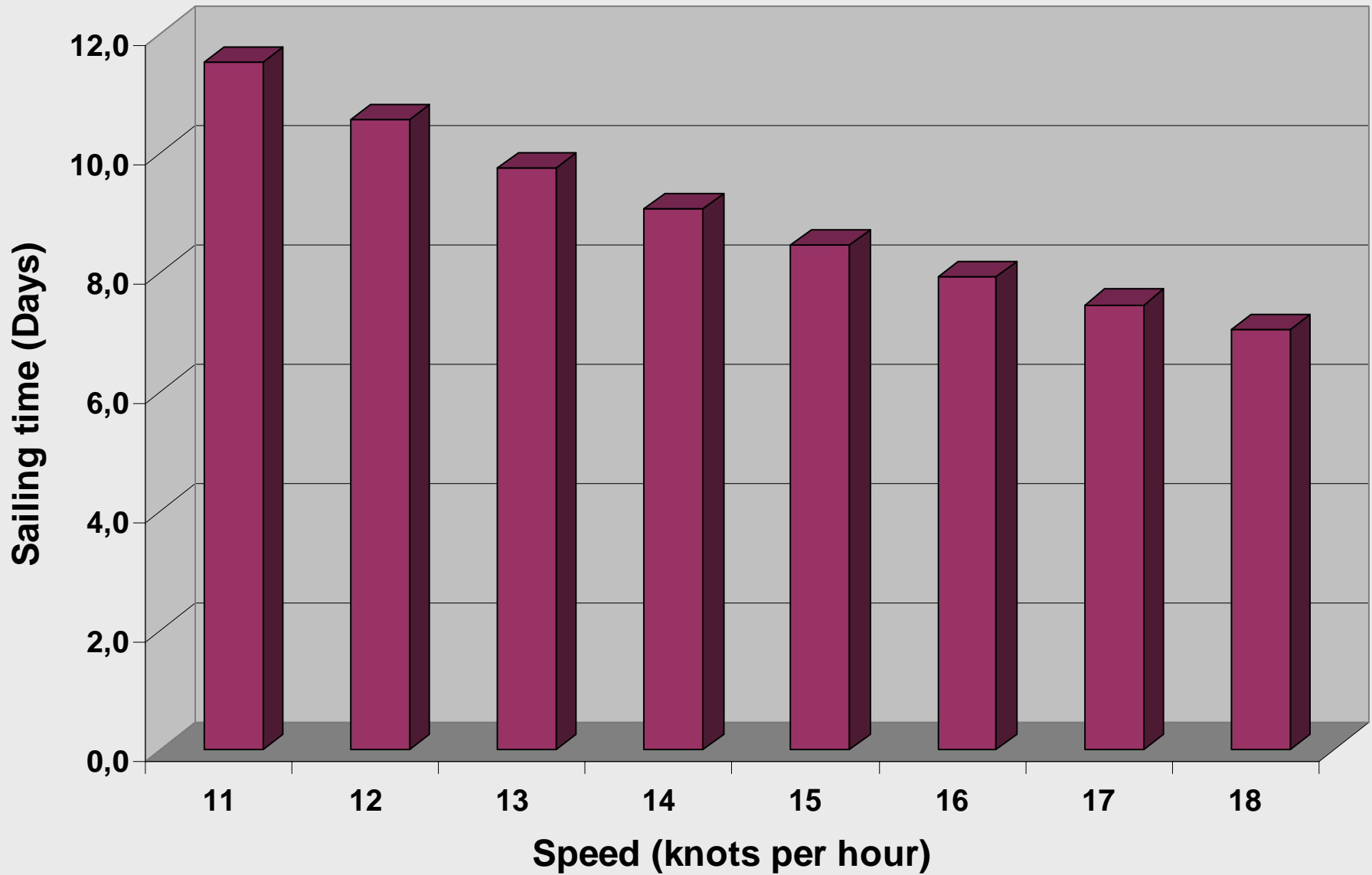


Associate



Affiliate

Transport time: Direct sailing Narvik-Halifax



Transportutvikling AS, 2004